

WILHELMINA TO NEW WHARF IS HOPE

The new Queen street bulkhead wharf, which has just been completed for the territory at a cost of many thousands of dollars, it is now believed will be assigned as the berth for the Matson Navigation liner Wilhelmina, which sailed from San Francisco today and is due to arrive at Honolulu at an early hour next Tuesday morning.

The new wharf has been cleared of a mass of debris which had accumulated during the period of construction. A force of electricians is now at work wiring the structure. The wharf is to be well illuminated at night, and it is this contingency upon which hinges the possibility of the Wilhelmina being sent to the new dock. Should there be an unexpected delay in the installation of lights, the vessel will then be ordered to the regular berth at Hickfield wharf.

Large ornamental iron posts have been placed along Queen street, from which will be suspended the construction lamps. The new equipment will make for the attractiveness of the local waterfront.

Hyades Will Clean Up Sugar

Sugar at ports on Maui and Hawaii will be pretty well cleaned out with the departure of the Matson Navigation steamer Hyades, which is expected to sail from Hilo for San Francisco on or about Sept. 3.

The Hyades is now at Honolulu, where about 3000 tons general cargo are being discharged. The vessel is expected to proceed to Port Allen, Kona, and Kahului, leaving port tomorrow afternoon.

Two thousand cases of pineapples will be forwarded to the coast from Honolulu in this vessel. The Hyades will be given but a part cargo of sugar.

Matson to Sail South

The little steamer Matson is making ready to cast off for the south coast. She will probably leave here Wednesday or Thursday of next week, and during her voyage she will recruit labor from south sea islands to be taken to Washington and Panning islands.

Mr. M. Pitt, manager of the islands, which are under the control of the English firm of Armstrong & Armstrong, does not expect to sail with the ship. It is said to be the plan of the company to recruit sufficient labor for the islands to carry on the copra business on a large scale. The growing demand for the coconut product, and the increasing price, has convinced the company of the large profits to be made in that industry.

Many Plans for the Lurline

It is now believed that the Matson Navigation steamer Lurline, to sail for the Coast on September 2nd, will carry the neighborhood of 50,000 cases of preserved pineapples. The vessel is being discharged of 4525 tons general cargo, which arrived from the mainland. Much of the Lurline freight consists of food, flour, and a general line of United States quartermaster supplies. At the agency of Castle & Cooke, island products including 3000 tons sugar, have been secured at this port as outward cargo for the vessel. A quantity of molasses in bulk will also be taken.

Channel Signals

Mal. W. P. Wooten, Corps of Engineers, U. S. A., in charge of all federal work in harbors, has issued the following notice:

On and after September 1, 1913, and during the dredging operations in the outer entrance channel of Honolulu harbor, between buoys 1, 2, 3, and 4, it will be necessary to obstruct the channel by cables. Vessels desiring to pass through this part of the channel should signal the dredge by two blasts of the whistle. A reply by two dredge of four blasts will signify a clear channel.

Means More Business for Hawaii

The passenger traffic arrangement to go into effect on October 1, whereby travelers to the Orient by the Canadian Pacific, can return to the coast by Pacific Mail or T. K. K. steamers, is predicted to work for the good of the territory in that many additional visitors will be brought to the city. General Passenger Agent Bradley, who remained at Honolulu some weeks, has perfected the plan which calls for an interchange of tourists to be honored but one way from the Orient.

Kaui Sugar Report

Sugar awaiting shipment on the island of Kaui includes the following assignments, according to reports received here today: Sailed, the arrival of the steamer W. G. Hall: V. K. 750, S. M. 1000, G. & R. 380, H. S. 18, M. C. B., 337, K. P. 118.

Mrs. John Jacob Astor has promised her son, Vincent, to take a ride in his new hydroplane, which she plans to fly at a speed of thirty knots an hour.

HARBOR NOTES

The Matson Navigation steamer Lurline is expected to be ready to sail for Kahului tomorrow evening.

A larger crowd than usual sailed for the big island this morning as passengers in the inter-island steamer Mauna Kea. The vessel was well supplied with freight for various Hawaiian ports.

The last of the 1913 crop of sugar to be forwarded to the mainland under the direction of the sugar factors has been cleaned up, and very little of the product remains at the several island ports.

With the Japanese liner Chiyu Maru arriving from the Orient twenty-four hours ahead of the regular schedule, that vessel will be dispatched for San Francisco on or about four o'clock Thursday afternoon.

The last San Francisco papers report that Captain Keny, former master of the bark Andrew Welch, will make his home at Vancouver, B. C., where he will represent the R. P. Ritchie shipping interests.

Advance lists of passengers to arrive in the Matson Navigation steamer Wilhelmina on next Tuesday morning indicate that the vessel will bring at least one hundred travelers. The Wilhelmina sailed from San Francisco yesterday.

The British colliers Strathgairn and Strathgairn, which arrived from the east coast of the United States yesterday, have been fumigated and are ready to proceed to Pearl Harbor, where the cargoes of coal will be discharged at the United States naval station.

Black Coal for the Siberia

Twelve hundred tons of coal are to be supplied the Pacific Mail liner Siberia during the stay at this port, according to wireless instructions received through the agency of H. Hackfield & Co. The Siberia, from San Francisco, will bring twenty tons general cargo, is to reach the port on Sept. 1. Owing to the large quantity of fuel required, the liner will probably be detained here until Tuesday morning before sailing for the Orient. A hundred or more Oriental steamer passengers have been booked.

Sail Inlet Canal Nearly Ready

H. S. Glick, of the Panama Railroad, on arrival at San Francisco, declares that the announcement made some time ago by Colonel Goethals that the canal would be ready in October promises to be made good. In the last couple of months even better progress has been made than was anticipated and only a very serious accident, it is said, can prevent the completion of the vast engineering task by the scheduled date.

Shipping men, however, are not figuring on the use of the great waterway until well into next year. Even when the various preliminary tests have been made, a vast amount of preparations for the actual passage of ships will be in order.

PASSENGERS ARRIVED

Per steamer W. G. Hall, from Kauai ports, Aug. 27.—Sid Spitzer, Miss J. G. Shaw, Mrs. L. Kaerte, L. Kaerte, L. Kaerte, J. S. Emerson, O. Emerson, Mr. and Mrs. N. A. Fernandez, Chack Chiu, C. Fong, Miss F. Wiley, Miss G. Pepper, J. Favao, Miss E. Redies, Mrs. E. Beha, Dr. Mattison, 23 deck.

PASSENGERS BOOKED

Per steamer Mauna Kea, for Hilo and way ports, Aug. 30.—Mrs. G. C. Monroe, Miss Monroe, G. Monroe, C. P. Morse, Mr. and Mrs. J. H. Graves, Jack Kennedy, Mrs. J. H. Braydon, Miss Beck, Miss Belcher, Miss Auld, Miss B. Taylor, C. Vida, Miss de la Vega, G. G. Guild, A. S. Guild, Miss M. Thomas.

Per steamer Kinau, for Kauai ports, Sept. 3.—Miss C. Stewart, Miss M. Payne, Mrs. E. F. Brown, A. Rice, Miss F. N. Albright, A. H. Rice, Miss M. Bryant.

WEATHER TODAY

Wednesday, Aug. 27.
Temperature—8 a. m., 75; 8 a. m., 77; 10 a. m., 78; 12 noon, 81. Minimum last night, 74.
Wind—S. m., velocity 1; 8 a. m., velocity 5; 10 a. m., velocity 6; 12 noon, velocity 4. Movement past 24 hours, 140 miles.
Barometer at 8 a. m., 29.94. Relative humidity, 8 a. m., 78. Dew-point at 8 a. m., 70. Absolute humidity, 8 a. m., 7.914. Rainfall, Trace.

The new Matson steamer Matsonia, now nearing completion at Newport News, is said to be ready for cargo on or about November 1. The vessel will lead at Philadelphia for island ports. The Matsonia is due here the first of January.

VESSELS TO AND FROM THE ISLANDS

[Special Cable to Merchants' Exchange]

Wednesday, Aug. 27.
SAN FRANCISCO—Sailed, Aug. 26, 2:30 p. m., S. S. Ventura, for Honolulu.
Sailed, Aug. 27, 12:40 p. m., S. S. Wilhelmina, for Honolulu.
Arrived, Aug. 26, S. S. Hilonian, from Hilo, Aug. 18.
MUKILTEO—Sailed, Aug. 27, schr. Melrose for Hilo.
SALINA CRUZ—Arrived, Aug. 25, S. S. Mexican, from Hilo.
FORT BRAGG—Arrived, Aug. 26, J. M. Griffith, hence July 25.

GREAT CHAMBER WOULD HELP IN CITY PROGRESS

Harbor Commissioner Points Out Advantages of Unity in Planning Important Public Work

Important public work, vital to the progress of the entire territory, will be aided materially by amalgamation of the local commercial bodies, and the organization of the proposed Greater Chamber of Commerce, is the belief of James Wakefield, member of the merchants' association and harbor commissioner.

"I am very heartily in favor of the plan of organization as outlined," said Mr. Wakefield this morning. "To my mind it is absolutely essential that the commercial bodies join hands."

"At the present time there is pulling and hauling needlessly, and the force of unity is lost. There is so much for Honolulu to do in which the commercial organizations play a leading part, that they should be absolutely a unit and they cannot be with the present different bodies each working for itself."

"As a member of the harbor commission, I can realize what a benefit to our work it would be to have a single large body to which we could present our plans as they affect the business interests. The harbor has undertaken a tremendous amount of work to get Honolulu ready for largely increased commerce. We need the united support of the business interests, and these interests should be organized for speedy action."

"It is not only in harbor development work, but in all public work, that the Greater Chamber of Commerce would be the most effective body."

"I cannot too strongly endorse the general plan of amalgamation, and I hope that the Merchants' Association will agree to it."

PALM CAFE TO BE UNDER NEW MANAGEMENT

Reginald Faithful, one of the partners of the Sweet Shop, will assume management of the Palm Cafe the first of this month, it was stated this morning. A. H. Junglaas, president and treasurer of the company, will be relieved of his duties in connection with the management of the cafe.

This decision was reached following a meeting of the creditors of the Palm Cafe, and a meeting of the trustees of the cafe are Frank Thompson, Cecil Brown and J. F. Child. To the latter was delegated authority to act on the proposition of Mr. Faithful.

It was learned this morning that it had been decided by Mr. Child to engage Mr. Faithful as manager. Both the trustees and the creditors, it was learned today, are anxious that the claims against the cafe be settled without bankruptcy proceedings. It was with this proposition in view that Mr. Faithful has been engaged. Debts of the concern are said to aggregate several thousand dollars.

LIEUTENANT STEVENS ORDERED TO DUTY ON THE CRUISER KALEIGH

Lieutenant Lemuel M. Stevens, captain of the yard at the Honolulu naval station, and aide to Rear-Admiral Moore, has just received orders detaching him from this duty, and assigning him to the cruiser Raleigh, of the Pacific reserve fleet. He expects to leave here in about two weeks.

Lieutenant Stevens was an officer of the California when the Pacific fleet made its long stay at Honolulu in 1911 and 1912, and he was ordered to shore duty in March, 1912, just before the fleet sailed for the Orient. He and Mrs. Stevens have many friends here, who will be both surprised and disappointed to learn that he is ordered back to sea duty so soon.

The probable successor to the local post is Lieutenant Ellis Lando, now serving on the Raleigh, who has relatives in this city. It is understood that he and Stevens will merely trade positions.

The Rev. Charles V. Holbrook, a missionary, was shot and killed at Southerly, a town of Asiatic Turkey.

Edward Charles Grenfell, head of the Morgan, Grenfell and Co. banking house, has just been married in London to the daughter of George W. Henderson, a director of the Bank of England.

Beaton McMillan, formerly governor of Tennessee, has left New York for South America to assume the duties of United States minister to Peru.

Let your judgment guide you—Consider your pocketbook.

Ring Up 2464—Smith
We collect your transfers from a bundle to a carded.
Hawaiian Express Co.
Nuuanu and Queen Streets graphed, hardly ever.

DOUGHERTY SAYS DUKE STILL IS ONE BEST BET

(Continued from page one)

number of new members. The parcel post committee report given here in full was accepted and the committee continued. Mr. Farrington being delegated to present the report to the Hilo board of trade for its suggestions and comment.

The home buying committee, through Mr. Braish, reported progress, and a vote was carried recommending that the promotion committee follow the idea of home buying in the purchase of its posters, and carnival printing.

Mr. Child, for the committee to receive the Hilo and other island people on their arrival to attend the civic convention, reported good progress. The Ad Club has a place in the program where it is most needed and it will be there with the live wire tactics to assist in making Honolulu's welcome one to be remembered.

The committee, composed of E. M. Cheatham, R. O. Matheson, and E. O. White, submitted the following report:

The committee appointed to look into the matter of parcel post rates from Honolulu to island ports, begs to report as follows:

That they have looked into the matter and find that all of Oahu, Maui, and Kauai, with the Kona district of Hawaii, northward from Kealahou, the Kohala district, and the Kula district, post office enjoy the first and second zone rate (now identical), which rate is satisfactory, being 5 cents for the first pound, and 1 cent per pound additional up to 20 pounds.

This would make a 20 pound package, in the districts named, cost 24 cents. They further find that the Hamakua district from Hilo to southward, the Hilo district, Puna, Kau and Kona as far north as Hookea, is in the third zone from Honolulu, taking a rate of 1 cent for the first pound, and 5 cents for each additional pound. This makes a 20 pound package for any office in the foregoing districts, mailed at Honolulu, cost \$1.02, a difference of 78 cents, or four and one-half times the cost of the same sized package designed for an office in the previously named districts of the first and second zones.

As the maximum of 20 pounds may be much above the averaged sized package, let us consider a package weighing 5 pounds. This will cost 9 cents for offices in the first and second zones, and 47 cents for offices in the third zone, a difference of 38 cents.

Hilo is the chief distributing point on the island of Hawaii, and lies in the third zone. Mail is transported as cheaply as it is to Kailua on the Kona coast (Kailua is in the second zone) and much more cheaply than to Kukuiaue, Kamehale, Kohala and some other offices lying in the second zone. Why? Because the mails for these latter offices have to be transported either to Kawaihau or Hilo by steamer, and thence by railroad and stage to destination.

Every Saturday, the S. S. Mauna Kea takes the mail for Hilo and Oahu districts, Hamakua and Kohala, landing all at Hilo. All mail for offices between Hilo and Paililo is then taken by the Hilo Railroad Co.'s train to destination; all mail for offices between Paililo and Kawaihau is carried by this train to Paililo, thence by various stage or star routes to destination. It is easily seen how much greater the cost to the government is for the second zone office mail thus transported than the cost for the mail carried to Hilo and near by offices of the third zone.

Again, every third Saturday, the S. S. Mauna Kea takes the Kona mail; this is unloaded at Hilo, goes by train to Glenwood, thence by stage to Honalo, where it is placed aboard the S. S. Kilauea, then beginning her return to Honolulu. The Kilauea carries the mail to Kealahou, Kailua and Kailua, all within the second zone, the Honolulu parcels therein paying the 5 cent rate for 1st pound and 1 cent each addition pound. Here we have a twenty pound package destined for Hilo costing \$1.02, while one of the same size goes through Hilo, thirty miles by train, forty miles by stage and seventy miles by steamer again, all for a charge of 24 cents.

Your committee believes that this state of affairs should be changed, and that a uniform rate for all postoffices on the island of Hawaii for parcel mail originating on Oahu would be an equitable solution.

This rate could be the present second zone rate, as at present applies to Kohala and Kona and part of Hamakua, or a slightly higher rate; it should not be so high as the present third zone rate. There is a vast difference between 5 cents for the first pound with 1 cent additional, and 7 cents for the first pound, and 5 cents per pound additional.

Now, as to the remedy. The Postmaster-General has full power to raise or lower parcel post rates and to change the boundaries of zones; this power was given him by the Act of Congress creating the parcel post, and he has made many changes already under this authority, the most recent one of general interest being the consolidation of the first and second zones, and changing the rates applying to same.

Inasmuch as this is a matter which concerns every merchant in Honolulu, your committee asks that the Honolulu Ad Club go on record as favoring a uniform rate for parcel post packages originating in Honolulu, destined for all offices on the island of Hawaii, and that this committee be continued as a special committee to appear before the next meeting of the Merchants' Association or its Directors, to urge a memorial from that body to the Postmaster-General, incorporating the subject matter of this report and requesting his investigation and relief as outlined above.

Handsome is as handsome is photo-

ROAD-MAKING TO BE TAUGHT AT COLLEGE

Much interest is being shown at the present time in road construction, and road engineers are becoming more and more convinced of the necessity for tests on materials to be used for road making. The engineering department of the College of Hawaii is now equipped with the most essential machines for work of this order, and offers to its senior students a thorough course in practical road-testing work. This laboratory course covers the general physical methods of testing the materials used in road construction, including oils, tar, asphalt and road metal. This course is given throughout the year. The theoretical aspects of road making are covered in Professor Keller's course in municipal engineering. This includes the general principles and methods of construction and cost of earth, macadam and gravel roads; various kinds of pavements; sidewalks; city ordinances and regulations covering construction; civic art; city water supply; water works and fire protection; the methods of sewage and garbage disposal; the hydraulics of sewers; the relation of rainfall to storm flow. Part of this course is devoted to municipal transportation problems now handled by the various public service commissions. The engineering laboratories of the college have grown steadily in equipment and usefulness, and now include: wood working for structural materials and fuel testing; electrical engineering; and lastly road materials. While not making the work of instruction subversive to research, it has been the aim of the engineering department to cooperate with and render assistance to any in need of engineering laboratory facilities.

WASHINGTON WOMAN AS OAHU MUSIC SUPERVISOR

Miss Olive V. Croano, a graduate of the University of Washington, is to be the supervisor of vocal music at Oahu College this year.

Miss Croano received her training at the Conservatory of Music at Whitman's College and at Madame R. Arment's Conservatory of Music at Seattle. She has had a wide experience in the teaching of music in the state of Washington, including a supervisorship in the city of Seattle.

Fort Shafter Notes

[Special Star-Bulletin Correspondence]
FORT SHAFTER, Aug. 27.—Colonel Samuel D. Sturgis of the 1st Field Artillery, Schofield Barracks, is a patient in the Department Hospital, having undergone a slight operation yesterday. According to reports, he is doing nicely.

Lieutenants Halloran and Polhemus have moved from their old tents into the palatial canvas house formerly occupied by Lieut. Booth.

There will be an informal hop at the post ballroom on next Saturday evening at nine o'clock.

LOCAL AND GENERAL

The 21-2-year-old child of John M. Gies, who was severely burnt yesterday afternoon when he poured a bottle of coal oil over a lighted box iron, beyond the pain of the injury is suffering no serious after-effects today and it is thought that the face will not be permanently scarred.

Bids for the erection of the new pumping station on Wilder avenue to hold the new powerful pumps recently bought have been called for by Superintendent of Public Works John W. Caldwell. The bids will not be opened until September 11. The plans and specifications for the structure are available at the office of the superintendent.

Several Japanese residing near Waimanalo are expected to establish the positive identification of the remains found last Sunday by a party of picnickers in Nuanuan valley. The man is believed to have been Yamamura, who disappeared from his usual haunts on the windward side of the island in June, 1912. Deputy Sheriff and Coroner Rose was unable to find the bones to form a complete skeleton, though he secured practically a full set of teeth, all in remarkable state of preservation, by which it is believed that the identity of the deceased will be established.

O. A. Mitchell, brakeman of Cambridge, Ohio, was instantly killed and L. M. Covitt, fireman, also of Cambridge, was badly scalded when a coal train on a branch of the Pennsylvania railroad left the track at Morgan Run, O., and turned over.

plying to same.

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Handsome is as handsome is photo-

Love's Transfer

CITY TRANSFER CO. JAS. H. LOVE

TRENT TRUST COMPANY SEES BRIGHT FUTURE

Throwing an optimistic light on the condition of the local market, and pointing out the coincidence of local capital in the future of Hawaii enterprises, the first weekly commercial letter of the Trent Trust Company has been printed, and is now being distributed. The little sheet, which is to give an account of all the "street" transactions and developments of interest to the investor or observer, will probably be read with interest. Its optimism is not over-done, or without the backing of facts, and therefore it is convincing. The sheet is intended to show a close review of the business of the week, or month, and point out, in so doing, wherever possible, how considerable of the prevailing pessimism may be supplanted by optimism.

The following is a part of the review contained in the first letter:

Stock market trading has been enjoying a long period of rest. This, however, is a usual condition following a heavy slump in values. Prices have remained at about present level for a number of months, and are practically the figures reached in the sharp decline of last April.

In the month noted above, Ewa declined from 23 3/4 to 18, Oahu 18 1/2 to 13 1/4, Hawaiian Commercial, 34 to 26 1/4, and Pioneer 24 3/8 to 18.

The last few months have witnessed a continual liquidation on the part of those who had borrowed heavily on their holdings, and could not provide additional collateral to satisfy the banks.

Forced selling of this character

caused the extreme low prices that prevailed for a short time during the month of June. The stock so disposed of has been going into stronger hands, and any further declines in value are not likely to disturb it again.

The market, considering the heavy curtailment in dividends, shows considerable strength, and it is seldom that an offering of stock is not readily absorbed, even though it be of a large number of shares.

Recently a sale of seven hundred odd shares of Hawaiian Commercial was recorded on the Exchange, representing stock that was offered by the San Francisco connection of one of the local brokers, and absorbed by investors of Hawaii.

Labor Day Races

Covered grand stand.
Auto reserve space now on sale at M. A. Gunst & Co.

TIME OF RACES, 10:30 A. M.

ADMISSION.
Enclosure 50c, grand stand, covered, \$1.00; bleachers, 25c; auto passengers, \$1.00.

HAWAIIAN OPERA HOUSE

AUGUST 28th—30th

Healani's Big Show

MUSICAL COMEDY SOCIETY VAUDEVILLE

New Songs TANGO DANCE New Jokes

BOX OFFICE NOW OPEN AT THE HONOLULU MUSIC CO.

Dressy Comfort in
Dress Comfort
Matron's
Regal Low Shoes



Daughter could not please Mother more than by buying her a pair of these Regal Low Shoes.

They combine style with the comfort welcome to most ladies.

QUARTER SIZES—SURE TO FIT.



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THE OLD ADAM AN ADVENTURE

"There is no one equal to Arnold Bennett for investing details of a commonplace life, with a humorous charm and an interest that is as elusive as perfume."

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